



UNITED STATES MARINE CORPS  
MARINE CORPS AIR STATION  
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StaO 4790.16  
3DF3  
30 SEP 1998

STATION ORDER 4790.16

From: Commanding Officer  
To: Distribution List

Subj: SUBSYSTEM CAPABILITY IMPACT REPORTING (SCIR) DOCUMENTATION

Ref: (a) OPNAVINST 4790.2G  
(b) OPNAVINST 5442.4M  
(c) NAVAL AVIATION LOGISTICS COMMAND MANAGEMENT INFORMATION  
SYSTEM (NALCOMIS) END USER MANUAL

Encl: (1) HH-1N Mission Essential System Matrix (MESM)

1. Purpose. To provide policy guidance for SCIR reporting
2. Background. The SCIR system is intended to be used to monitor mission capability of selected end items. SCIR was developed to provide managers with information about the degree of mission impairment, length of time the aircraft capability was reduced, the systems/subsystems that caused mission impairment and maintenance/supply impact on equipment capability. Thus, it provides factual information generated at the lowest level of maintenance. It also uniquely defines the categories of Full Mission Capable (FMC), Partial Mission Capable (PMC), and Not Mission Capable (NMC) for specific type model aircraft or equipment.
3. Definition. Equipment Operational Capability code (EOC). An EOC Code is an alpha character which describes mission capability. The HH-1N Aircraft under the SCIR system has an EOC Column of the repair cycle and maintenance/supply record sections of the Maintenance Action Form (MAF).
4. Action
  - a. SCIR is to be documented by work center performing the maintenance action whenever mission capability is impacted. SCIR is applicable when mission capable is impaired while:
    - (1) Repairing an end item.
    - (2) Inspecting an end item.
    - (3) Installing a Technical Directive (TD) on an end item.

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(4) Removing a component from an end item for repair, modification, or a calibration.

b. SCIR is not documented when:

(1) An end item does not have an EOC code on the MESM.

(2) When performing off-equipment work.

(3) When the maintenance action or discrepancy does not impair mission capability of the aircraft.

5. Responsibilities

a. Maintenance/Materiel Control (MMC)

(1) Ensure that documentation of SCIR discrepancies are kept by the work center.

(2) Ensure that MAF verification is conducted on a daily basis utilizing the daily Morning Maintenance/Materiel Report.

(3) Ensure that all EOC related assignments/changes are reviewed with the work center supervisor/representatives and entered into NALCOMIS as they occur.

(4) Ensure that all MAFs are reviewed for SCIR/Non-SCIR data accuracy prior to submission to the Analyst to include SCIR application, AWM time, supply/maintenance record, clarity of gripes, etc.

(5) Ensure that all end of the month close outs are reviewed for data accuracy with the assistance of the Analyst and are correct in NALCOMIS (i.e. EOC codes, AWM time supply/maintenance records), by close of business on the last day of the month.

(6) Ensure that SCIR training deficiencies are brought to the attention of the Analyst.

(7) Ensure that aircraft in an "out" of readiness reporting status are no longer SCIR impacted and that date/time for SCIR start/stop are reported to the Analyst. Furthermore, ensure that the E-00 (Equipment Master Roster) is annotated accordingly.

(8) Ensure that all aircraft in "Readiness Reportable Status" (Inventory code "A") are subject to SCIR documentation.

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b. Work Center

(1) Ensure that SCIR is documented on the MAF concurrently with the maintenance action that caused the reduction of the equipment mission capability.

(2) Ensure that maintenance control is notified for all EOC code changes when the mission capability is upgraded or degraded during a maintenance action and a new EOC code is assigned to reflect the change in the capability and is entered into NALCOMIS.

(3) Ensure that daily work center verification of daily Maintenance/Materiel Report is completed prior to 0800 each morning.

(4) Ensure that a current lesson plan for SCIR documentation is available for technical training. Coordinate with the Analyst for additional training.



C. J. TURNER

DISTRIBUTION: SPL  
SAR (10)

**30 SEP 1988**

## HH-1N Mission Essential System Matrix

HH-1N/UH-1N

Type Equipment Code: AHAP

Do not assign an EOC code if all equipment is Operational. The aircraft is Optimum Performance Capable.

Assign alpha character (B) of the EOC code when the following system(s) are inoperative. The Aircraft is FMC, M or S.

ADF/LF	
Amplifier Sound System	(note 1)
Auxiliary Fuel System	(note 2)
Heater System	(note 3)

Assign alpha character (C) of the EOC code when the following system(s) are inoperative preventing the logistical support mission. The aircraft is not capable of providing front line casualty evacuation, augmenting local Search and Rescue facilities, or conducting emergency aerial supply and resupply. The aircraft is PMC, M or S.

AFCS	(note 1)
Hoist	(note 1)
Hook	(notes 1 and 2)
Litter Kit	(note 1)
SAR Equipment (minimum per NWP 19-1)	

Assign alpha character (J) of the EOC code when the following system(s) are inoperative preventing the utility helicopter support mission. The aircraft is not capable of providing airborne control or tactical air support operations as required for Command and Control of providing courier service. The aircraft is PMC, M or S.

Armor	(note 1)
Chaff/Flare Dispenser (ALE-39)	(note 1)
Defensive Armament	(note 1)
FM Homer	(note 1)
IR Jammer (ALQ-144)	(note 1)
Radar Warning Set (APR-39)	(note 1)
Radar Warning Set (APR-44)	(note 1)
Secure UHF (KY-28)	(note 1)
VHF (FM)	(note 1)

ENCLOSURE (1)

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Assign alpha character (K) of the EOC code when the following system(s) are inoperative preventing the expanded mobility mission. The aircraft is not capable of safe movement on and off ship during day, night, and inclement conditions or using encrypted IFF. The aircraft is PMC, M or S.

HF Radio	(note 1)
IFF/SIF (Kit 1A)	(note 1)
Instrumentation and Lights (Copilot)	(note 1)
Rotor Brake	(note 1)

Assign alpha character (L) of EOC code when the following system(s) are inoperative preventing the IMC flight mission. The aircraft is not capable of day or night IMC field flight operations with necessary communication, IFF, navigation, flight, and safety system required by applicable NATOPS and FAA regulations. The aircraft is PMC, M or S.

Attitude Indicator (Pilot)	
Clock with Sweep Second Hand	
Directional Gyro (Pilot)	
External Lights (Landing or Search Light Required)	
IFF (Mode 3)	
Internal Lights (Pilot's only)	
Magnetic Compass	
Pilot Heater	
Radar Altimeter (Pilot)	(note 3)
Tacan or VOR	
Turn-and-Slip Indicator (Pilot)	
UHF/VHF Communication System (1 UHF/VHF Required)	
Vertical Speed Indicator (Pilot)	
VHF (AM)	(note 1)

Assign alpha character (Z) of the EOC code when the following system(s)/condition(s) prevent the aircraft from being safely flown. The aircraft is not capable of day, field flight operations under VMC with two-way radio communication and necessary aircraft and crew safety provisions. The aircraft NMC, M or S.

- Airframe
- Electrical
- Emergency Equipment
- Emergency Radio
- Engines
- Explosive Devices
- Flight Controls
- Fuel System
- Fuselage Compartment

ENCLOSURE (1)

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Hydraulic System	
ICS	
Instruments/instrument System (WUC 51 Series)	(note 4)
Integrated Guidance and Flight Control (Stab Cont	
AGMT System	(note 1)
Landing Gear	
Lighting Systems (Anti-Collision Light)	
Miscellaneous Utilities	
Power Plant Installation	
Power Transmission	
Rotor System	
UHF/VFH Communication System (1 UHF/VHF Required)	
Conditional Inspection	(note 5)
Engine Inspection	(note 5)
Phase Inspection	(note 5)
Special Inspection	(note 5)
Technical Directives Compliance	(note 5)

## NOTE:

1. When the equipment is installed, reported on the complete system. When the equipment is not installed, report on the wiring and plumbing only.
2. When deployed EOC will be (J).
3. When deployed EOC code will be (Z).
4. Pilot flight instrumentation.
5. As applicable per reference (c).

ENCLOSURE (1)

From: Aircraft Maintenance Officer

Subj: SUBSYSTEM CAPABILITY IMPACT REPORTING (SCIR) DOCUMENTATION

Ref: (a) OPNAVINST 4790.2G  
(b) OPNAVINST 5442.4M  
(c) NALCOMIS END USER MANUAL

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  - b. SCIR is not documented when:
    - (1) An end item does not have an EOC code on the MESM.
    - (2) When performing off-equipment work
    - (3) When the maintenance action or discrepancy does not impair mission capability of the aircraft.
6. Responsibilities:
  - a. Maintenance/Material Control (MMC):

(1) Ensure that documentation of SCIR discrepancies are kept by the work center.  
(2) Ensure that MAF verification is conducted on a daily basis utilizing the daily Morning Maintenance/Material Report.

(3) Ensure that all EOC related assignments/changes are reviewed with the work center supervisor/representatives and entered into NALCOMIS as they occur.

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(1) Ensure that SCIR is documented on the MAF concurrently with the maintenance action that caused the reduction of the equipment mission capability.

(2) Ensure that maintenance control is notified for all EOC code changes when the mission capability is upgraded or degraded during a maintenance action and a new EOC code is assigned to reflect the change in the capability and is entered into NALCOMIS.

(3) Ensure that daily work center verification of daily Maintenance/Material Report is completed prior to 0800 each morning.

(4) Ensure that a current lesson plan for SCIR documentation is available for technical training. Coordinate with the Analyst for additional training.

E. W. Hanna



HH-1N / UH-1N  
Type Equipment Code: AHAP

DO not assign an EOC code if all equipment is Operational. The aircraft is OPC.

Assign alpha character (B) of the EOC code when the following system(s) are inoperative. The Aircraft is FMC, M, or S.

ADF/LF	
Amplifier Sound System	(note 1)
Auxiliary Fuel System	(note 2)
Heater System	(note 3)

Assign alpha character (C) of the EOC code when the following system(s) are inoperative preventing the logistical support mission. The aircraft is not capable of providing front line casualty evacuation, augmenting local Search and Rescue facilities, or conducting emergency aerial supply and resupply. The aircraft is PMC, M, or S.

AFCS	(note 1)
Hoist	(note 1)
Hook	(notes 1 and 2)
Litter Kit	(note 1)
SAR Equipment (minimum per NWP 19-1)	

Assign alpha character (J) of the EOC code when the following system(s) are inoperative preventing the utility helicopter support mission . The Aircraft is not capable of providing airborne control or tactical air support operations as required for Command and Control of providing courier service. The aircraft is PMC, M, or S.

Aarmor	(note 1)
Chaff/Flare Dispenser (ALE-39)	(note 1)
Defensive Armament	(note 1)
FM Homer	(note 1)
IR Jammer (ALQ-144)	(note 1)
Radar Warning Set (APR-39)	(note 1)
Radar Warning Set (APR-44)	(note 1)
Secure UHF (KY-28)	(note 1)
VHF (FM)	(note 1)

Assign alpha character (K) of the EOC code when the following system(s) are inoperative preventing the expanded mobility mission. The aircraft is not capable of safe movement on and off ship during day, night, and inclement conditions or using encrypted IFF. The aircraft is PMC, M, or S.

HF Radio	(note 1)
IFF/SIF (Kit 1A)	(note 1)
Instrumentation and Lights (Copilot)	(note 1)
Rotor Brake	(note 1)

Assign alpha character (L) of EOC code when the following system(s) are inoperative preventing the IMC flight mission. The aircraft is not capable of day or night IMC field flight operations with necessary communication, IFF, navigation, flight, and safety system required by applicable NATOPS and FAA regulations. The aircraft is PMC, M, or S.

Attitude Indicator (Pilot)	
Clock with Sweep Second Hand	
Directional Gyro (Pilot)	
External Lights (Landing or Search Light Required)	
IFF (Mode 3)	
Internal Lights (Pilot's only)	
Magnetic Compass	
Pilot Heater	
Radar Altimeter (Pilot)	(note 3)
Tacan or VOR	
Turn-and-Slip Indicator (Pilot)	
UHF/VHF Communication System (1 UHF/VHF Required)	
Vertical Speed Indicator (Pilot)	
VHF (AM)	(note 1)

Assign alpha character (Z) of the EOC code when the following system(s)/condition(s) prevent the aircraft from being safely flown. The aircraft is not capable of day, field flight operations under VMC with two-way radio communication and necessary aircraft and crew safety provisions. The aircraft NMC, M, or S.

Airframe	
Electrical	
Emergency Equipment	
Emergency Radio	
Engines	
Explosive Devices	
Flight Controls	
Fuel System	
Fuselage Compartment	
Hydraulic System	
ICS	
Instruments/instrument System (WUC 51 Series)	(note 4)
Integrated Guidance and Flight Control (Stab Cont AGMT System)	(note 1)
Landing Gear	

Lighting Systems (Anti-Collision Light)	
Miscellaneous Utilities	
Power Plant Installation	
Power Transmission	
Rotor System	
UHF/VFH Communication System (1 UHF/VHF Required)	
Conditional Inspection	(note 5)
Engine Inspection	(note 5)
Phase Inspection	(note 5)
Special Inspection	(note 5)
Technical Directives Compliance	(note 5)

NOTE:

1. When the equipment is installed, reported on the complete system. When the equipment is not installed, report on the wiring and plumbing only.
2. When deployed EOC will be (J).
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4. Pilot flight instrumentation.
5. As applicable per reference (c).